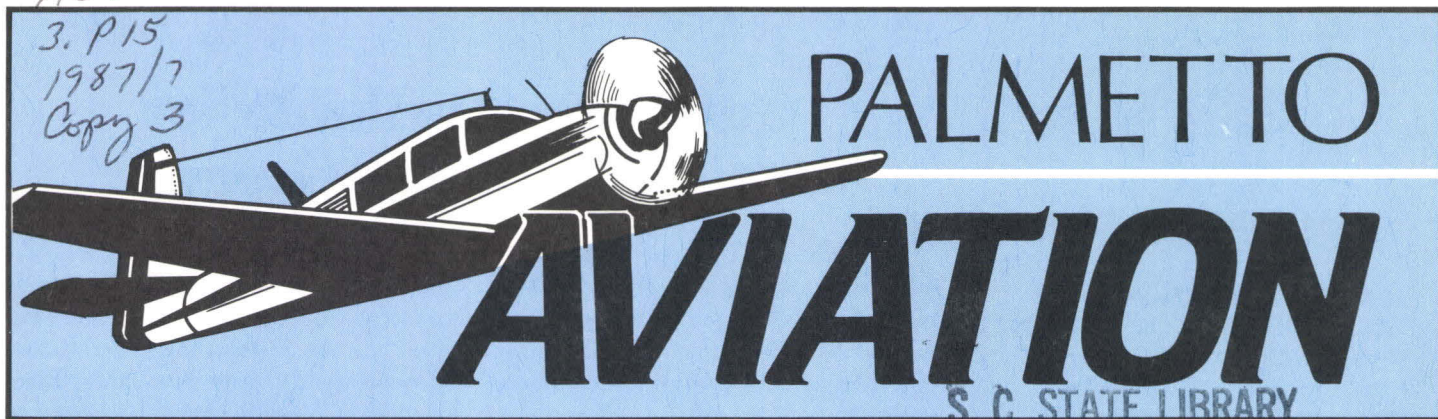


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South Carolina Aviator to Represent U.S. in International Competition

Carolyn Pilaar, of Greenville will be the only female member of a team of pilots selected from preliminary regional air rally competitions throughout the country to represent the United States at the World Championship Precision Flight Competition in Helsinki, Finland, August 10-17, 1987.

The U.S. team, sponsored by the Ninety-Nines, International Organization of Women Pilots, will compete with teams from other nations with the emphasis on safety, the central theme of precision flying.

Representing the U.S. in addition to Ms. Pilaar, will be: Brooks Cone of Michigan; Marvin Ellis of California; Ray Heyde of Ohio; Tom Ingersoll of Michigan; Sanjay Kalani of Michigan; and Joe Poerschke of Florida.

The U.S. team is the only international team to include a woman pilot.

The Ninety-Nines held flight rallies (or contests) to test ability and skill of pilots with at least 100 hours of flying time for safe flying in three major areas: flight planning, navigation, and landings.

In past years, the U.S. team has finished 9th, 7th, and 4th. This year marks the fifth consecutive competition for the U.S. team. Other past competitors have included Austria, Belgium, Chile, Canada, Czechoslovakia, Denmark, Finland, France, Great Britain, Ireland, New Zealand, Poland, South Africa, Sweden, Switzerland, West Germany and Yugoslavia.

Ninety-Nines spokesman Hazel Jones remarked that the team representing the



Members of the 1987 U.S. Precision Flight Team that will compete in Helsinki, Finland are (L to R): Brooks Cone, Carolyn Pilaar, Tom Ingersoll, Marvin Ellis, Ray Heyde, Sanjay Kalani, Joe Poerschke and Jerry Shreve, head coach.

U.S.S.R., which has not competed since 1973, is considering a return to the competition this year, inspired by the increased competitiveness of the U.S. team.

"They told me they were really seeing something to go for," she stated recently, "with better and better flying from our team at each competition!"

The United States hosted the last competition held in 1985 in Florida.

The Ninety-Nines, founded in 1929, is seeking additional sponsors for the team. The Ninety-Nines and the U.S. Precision Flight Team (USPFT) are non-profit organizations, so contributions are tax deductible.

For more information, contact Ninety-Nines USPFT chairman Hazel Jones, (214) 348-4383, or the Ninety-Nines treasurer Carole Sue Wheeler, (817) 927-2878.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Guidance Available for Airport Support Groups

The Aircraft Owners and Pilots Association (AOPA) is currently involved in an effort to help pilots become effective voices in the promotion and protection of America's airports by forming local airport support groups.

The centerpiece of this effort is the AOPA Airports Packet. This specially prepared set of publications will help groups organize, prove the economic benefits of a particular airport to the community, guide supporters in gaining increased media coverage of airport issues, and provide insights on participation in the political agenda affecting the local airport.

The packet will provide a step-by-step approach to implementing an effective airport public relations campaign. For instance, the first step in building the campaign is creating a voice - the group or committee. Establishing that committee will be outlined in a section of the packet entitled "Organizing Your Airport Group." This publication will also provide a plan of action for the committee, based upon concepts successfully utilized by similar groups across the country.

Step Two includes educational efforts to deflect negative publicity by airport opponents that raise undue concerns about noise and safety. "Airports are Good

Neighbors to Have" will explain why airports are so important and will provide the facts about aviation sounds and safety. It will also contain the noise profiles of individual aircraft and provide statistics relating to aviation accidents involving buildings and people on the ground.

Airport supporters will also be able to take the third step, calculating the direct, indirect and induced economic impact of their airport, by following the instructions offered in "What's Your Airport Worth?" With this section, support groups can figure a preliminary cost/benefit analysis and calculate the approximate tax contribution the airport makes to the local coffers.

A final step offered in the AOPA Airports Packet relates to getting the airport message across to local opinion leaders and decision makers. "Communication and Political Action for Aviation and Airports" will help the airport support group build a public relations program to enhance the image of their airports in the eyes of the media, political leaders and the public.

The AOPA Airport Packet is available to those interested in forming airport support groups, and to groups already established. To order a copy, call AOPA at 800-USA-AOPA.

Have You Seen Vertical Lightning?

The National Aeronautics and Space Administration (NASA) would like to hear from pilots who have seen vertical lightning strokes that have gone out of the top of storm clouds and continued upward into space.

The rarely reported phenomenon is currently the subject of studies into frequency of occurrence and possible effects upon spacecraft and the new generation of aircraft that utilize composite construction materials and are able to fly above storm cells.

Pilots have been asked to report full details of sightings of above-cloud, vertical lightning to: Otha H. Vaughan, Jr., Code ED-43, NASA Marshall Space Flight Center, Huntsville, Alabama 35812.

C.A.P. NEWS



Judge John L. Johnson (center) poses with the Outstanding Civil Air Patrol and JROTC Cadets after the AFA Awards Banquet. (L to R) JROTC Cadets Randall Cook, Marvin Chisolm, Justine Johnson, Judge Johnson, and CAP Cadets Lynn Harris, Kirk Bigger, and Luke Williamson.

CAP Competes

Members of the S.C. CAP recently returned from participation in the Annual Middle East Region Search and Rescue Competition held at Ft. Pickett, Va. Teams from all seven states in the Middle East Region competed in three divisions; Air Search, Mission Coordination and Ground Search.

South Carolina placed second in Mission Coordination and third in the Air Search Division.

Members of the S.C. team were: Aircrew - Maj Howell Jeffords, Capt. James Barnard and SM Bradford Sipperly. Mission Coordination - Maj William Bell, Capt. Elmer Dalfume, 1Lt Lloyd Eastland and 2Lt Delores Rucker. Ground Team - 1Lt Joe Melton, 2Lt Wayne Bassett, Sr., 2Lt David Gregor

and Cadets Percy and Jaap Van Ryn, Anna Ruggerio and W. Eddie Bassett, Jr.

Cadets Honored

The Air Force Association, Columbia Chapter recently honored CAP and JROTC cadets for outstanding leadership qualities at their annual awards banquet at Ft. Jackson.

CAP cadets honored were: Kirk Bigger, Columbia Composite Squadron; Lynn Harris, E.W. Springs Composite Squadron, Lancaster; and Luke Williamson, Aiken Composite Squadron.

JROTC cadets honored were: Randall Cook, USC; Marvin Chisolm, Irmo High School; and Justine Johnson, C.A. Johnson High School.

Judge John Land Johnson was the featured speaker.

Breakfast Club



- July 12** Greenwood County Airport
Greenwood
- July 26** Greenville Downtown Airport
Greenville
- August 9** Newberry Municipal Airport
Newberry
- 23** Cheraw Municipal Airport
Cheraw
- Sept. 6** Oswalt Field (House Movers)
Batesburg
- 20** Huggins Memorial Airport
Timmonsville
- Oct. 4** Woodward Field, EAA Chapter 3
Fly-in
Camden
- 18** Orangeburg Municipal Airport
Orangeburg (Election of Officers)

Porterfield Wins Again

Congratulations to Walter and Ray Carson, they have done it again. Their meticulous attention to detail has paid off with winning the Grand Champion Antique Award at the EAA Antique-Classic, Chapter 3, Spring Fly-in at Roanoke Rapids, N.C.

The Carson's 1941 Porterfield Collegiate, which flies out of Owens Field garnered the Grand Champion Antique Award at the "Sun 'N Fun" fly-in in Lakeland, Florida earlier this spring.

News on the grapevine is that a trip to Oshkosh may be in the works. Congratulations and good luck in future competitions to this outstanding antique from South Carolina.

Instructor's Corner... The Flight Instructor's Responsibility

Gerold A. Ellsworth, CFII; Condor Flight School, Lexington County Airfield

Now that you are a Flight Instructor, what are your responsibilities to your students? If you are a new instructor, you are probably excited about your new rating and have every intention of doing a good job.

Most new instructors have their eyes on Corporate and Airline careers and will probably use their instructor rating as a stepping stone to build flight hours. There

is nothing wrong with this as long as you are motivated and have the students interest at heart. You must prove yourself trustworthy to your student as there will be countless times when he must rely completely on your judgement.

Be prepared for each lesson, know your student's name and what phase of training he's in. Each lesson should be designed to give your student the greatest

benefit. Remember to set a good positive example. Your student will pattern his flying after you. The habits you instill in his flying will probably stay with him throughout his flying career.

Being a good pilot does not insure you'll be a good instructor. You must be able to transfer your knowledge to your student.

As a flight instructor you will not be paid your worth, but there is a lot of satisfaction and enjoyment in watching a new solo student on his first trip around the traffic pattern. Good luck and stay motivated.

South Carolina's Automated Flight Service

CONSOLIDATION OF ANDERSON STATEWIDE CONSOLIDATION

"automation is a national plan to take advantage of the latest state of the art & provide the best quality of service economically..."

The South Carolina Automated Flight Service Station (AFSS) at Anderson was commissioned at 8 p.m. local time on June 29, 1987. The Greer (GSP) and Anderson (AND) Flight Service Stations were consolidated into the AFSS at that time. The AFSS will begin operation with the new Model 1 Computer. This article is prepared to help you use the new system for maximum utilization in minimum time.

TELEPHONE SERVICE

All toll-free numbers presently in use at the Greer (GSP) FSS will be changed to 1-800-WX-BRIEF. There will be two local numbers for pilots in the Anderson exchange that can also be reached by long distance by dialing "1" and the number; these numbers are 231-0301 and 231-0302.

When calling the AFSS you will hear a brief greeting message followed by a 10 second pause. If you are calling from a touch-tone phone, you may use the following commands to be routed to the MENU, a Briefer or Fast File. If you do not enter any command during the pause, you will be automatically connected to a pilot weather briefer in approximately six seconds.

For Touch-Tone Dialing

Dial -636 To hear a recorded menu message describing services available and the number code to dial in order to obtain them.

Dial - *99 To be connected to a briefer. This bypasses the greeting and/or menu messages.

Dial - 333 To be connected to Fast File. You will have five minutes to complete your flight plan. Be sure to leave a telephone number where you can be reached.

Dial - *** To skip the Fast File instructional message.

NOTE: As you become familiar with the services, you may interrupt or bypass the Greeting or Menu Message by pressing the #, then * buttons on the phone. You will get a short burst of dial tone, then you will have 10 seconds to enter another three-digit dial code or be disconnected.

You may access any and all services available, one at a time, by using the above instructions while remaining connected into the system.

For Rotary or Pulse Dialing

Pilots calling from a rotary or pulse dial telephone will be unable to use the touch-tone procedures and upon dialing the AFSS must wait for their call to be automatically routed to a briefer. At your

Service Station At Anderson Is On The Air

FROM GREENEER FSS FIRST STEP TO

request, the briefer can transfer the call to any available service after which your call will be automatically disconnected.

Administrative Telephone

The S.C. AFSS administrative telephone number (803) 224-8151 will ring at the secretary's console. Your call will then be routed to the appropriate administrative office. Office hours are 8:00 a.m. to 4:30 p.m., Monday - Friday, excluding federal holidays.

RADIO FREQUENCIES

All radio frequencies currently controlled by the Greer and Anderson FSS's will remain in tact and remoted to the Automated Flight Service Station.

Fast File - Flight Plans

A system where a pilot may elect, via telephone, to file a flight plan with a recorder, without waiting for a briefer. The information is then transcribed for transmission to the appropriate air traffic facility. The briefer has the capability to transfer your call to the FAST FILE recorder. Please be sure to include a telephone number where you can be reached for confirmation if we have a problem with your flight plan. Direct access to FAST FILE is available through touch-tone phones only; however, the briefer can transfer any caller to FAST FILE.

IFR flight plans may be filed as much as 24 hours in advance of the proposed time of departure and should be filed at least thirty minutes before the proposed departure time, using the following format.

1. Aircraft ID
2. Type of flight, VFR or IFR
3. Aircraft type/special equipment
4. True airspeed
5. Departure point
6. Proposed departure time
7. Cruising altitude
8. Route of flight
9. Destination
10. Estimated time enroute
11. Remarks
12. Fuel on board
13. Alternate airport
14. Pilot data
15. Number on board
16. Color of aircraft

Providing the flight plan information **in the prescribed format** will enable the briefer to give faster service.

Please remember to leave a number where you can be reached for confirmation if we have a problem with your flight plan.

Automated Flight Service Station computers do not transmit IFR flight plans until one hour prior to the proposed departure time. If your actual departure will be earlier than one hour from your proposed ETD, your flight plan will not be in the Center's computer unless you forward that change to the AFSS with whom you filed. Any FSS will forward that information upon request.

PREFLIGHT BRIEFING

Pilot weather briefings with the new Model 1 computer will be much smoother and faster if you provide the following information **in the sequence listed**, upon initial contact with the

briefer. Items preceded by an asterisk are mandatory with the Model 1 computer.

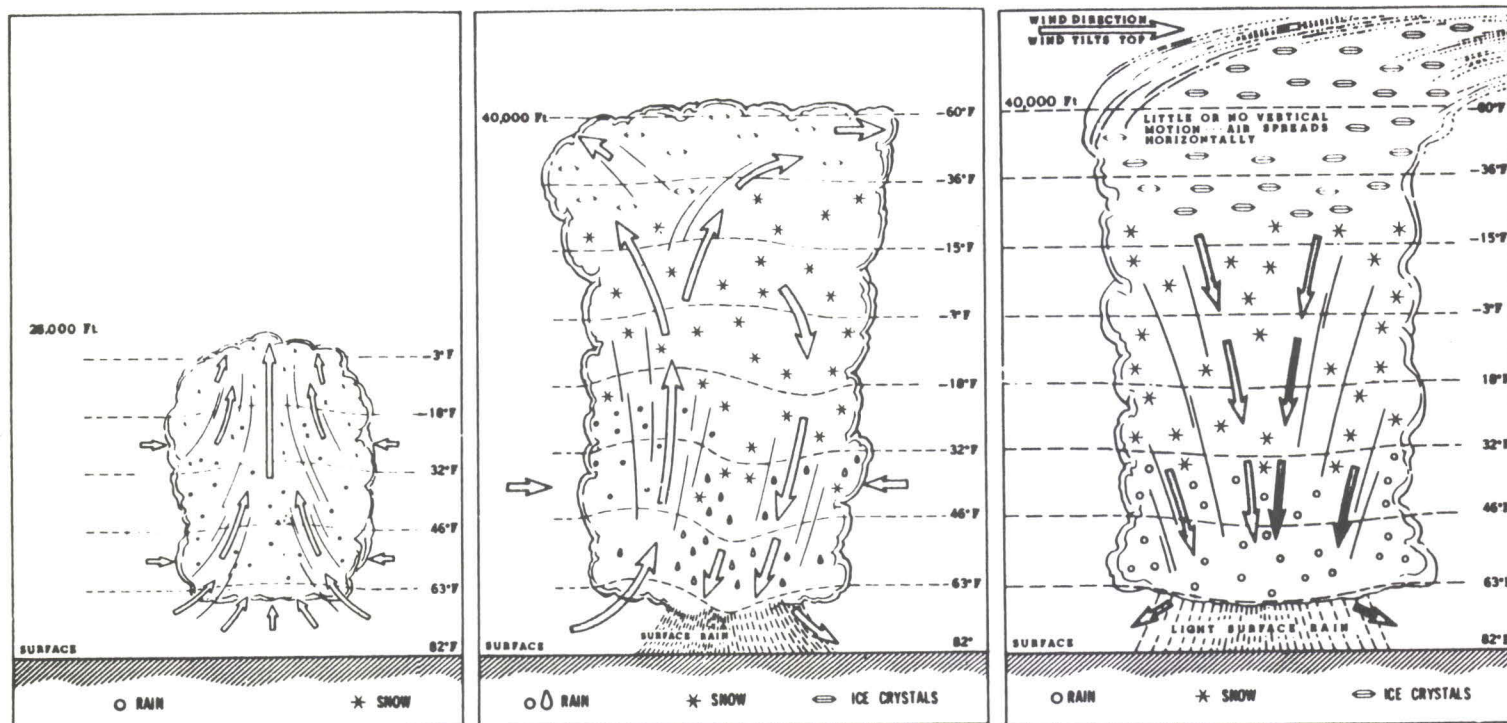
- *1. Aircraft number or pilot's name
2. Type of flight, VFR or IFR
3. Aircraft type
4. True airspeed
- *5. Departure point
6. Proposed departure time
7. Cruising altitude
8. Route of flight
- *9. Destination airport
10. Time enroute
11. Remarks
12. Fuel on board
13. Alternate airports
14. Pilot data
15. Number on board
16. Color of aircraft

Direction Finder Service VHF/DF

The VHF Direction Finding Equipment at the Greenville-Spartanburg Airport (GSP) will be decommissioned and new VHF Direction Finding Equipment will be commissioned at the Automated Flight Service Station on the Anderson County Airport.

The overall concept of automation and consolidation in the Flight Service option is a national plan to take advantage of the latest state of the art and provide the best quality of service economically. If our briefers seem a little slow at first, please bear with us. As we become more proficient with the new equipment we will be able to provide a quality of service and weather briefings far more superior than ever before.

KENNETH S. LOWERY
Air Traffic Manager



THUNDERSTORMS

Summertime is thunderstorm time. As you load your family, swimsuits, and luggage into the baggage compartment of your aircraft and head for the seashore, don't forget summer's most dangerous enemy for the pilot - the thunderstorm.

Thunderstorms are a combination of aviation hazards wrapped up in one package. Thunderstorms may be part of a squall line or a tornado. They may contain hail and create icing conditions. They also generate severe turbulence, low ceilings, limited visibility and lightning. The safety conscious pilot avoids thunderstorms, even when weather radar observers report that echoes are of light intensity.

Characteristically, beginning as a puffy cumulus cloud in the early morning hours, by mid-afternoon, the typical thunderstorm is soaring to altitudes above twenty thousand feet — its awesome beauty hiding terrifying forces.

Strong up and downdrafts inside the storm cells literally tear an aircraft apart. Too, these air currents create wind hazards (windshear) directly under and in the immediate vicinity ahead of a thunderstorm. So, it's not wise to attempt to either takeoff or land when a thunderstorm is near the airport.

Be patient. Since thunderstorms normally have some movement, it is usually possible to wait just a few minutes and allow the thunderstorm to move far enough away from the airport to enable you to land or take off safely.

It is usually possible to fly VFR between or around scattered thunderstorms; but, pilots should be careful not to get too close to the boiling monsters because of the danger of hail which frequently falls into the clear air near the clouds.

For this same reason, it is **NOT** advisable to fly under a thunderstorm, even when the storm's base is a couple thou-

sand feet above the ground. Not only is there a danger from hail, but also from turbulence, and reduced visibility due to heavy rain.

If you are flying VFR, never try to outclimb a growing thunderstorm — its development in height frequently exceeds what most single engine aircraft's rate of climb can do. Many pilots have gotten into trouble trying to fly over cumulus clouds that were growing into thunderstorms. They found the clouds were building too rapidly for the pilot to get "VFR on top."

The best possible advice where thunderstorms are concerned is - (1) take off early in the morning before build-up of cumulus, (2) don't fly through, under or too closely around them, and (3) never try to outclimb one! When approaching a thunderstorm, doing a "180°" is the maneuver a wise pilot makes!

Commission Notes

The South Carolina Aeronautics Commission, in its last monthly meeting, approved allocations totaling \$38,583.35 of Capital Improvement Bond Funds for development and improvement projects at three airports.

Some projects have federal, state and local participation, while others have state and local participation only. Commission approval authorizes state participation in state-local projects and authorizes state participation in federal-state-local projects subject to issuance of a federal grant.

The following are the most recently approved projects:

Anderson County Airport

An allocation of \$20,333.35 for the strengthening of the itinerant ramp and taxiway; the sealcoating of the FBO

ramp; and the construction of two helipads.

Greenville Downtown Airport

An allocation of \$7,750.00 for the replacement of the ODALS, REILS and HIRLS on runway 18/36; the replacement of the MITL on the parallel taxiway to runway 18/36; and for the replacement of the wind cone and segmented circle.

Marlboro County Airport

An allocation of \$10,500.00 for the marking of both the runway and the taxiway and for the repair of runway surface deterioration occurring in joints and seams resulting from the elements during the past 17 years.

Aviation People

Leahy Leaves Charleston Post

Joseph F. Leahy, operations manager at Charleston International Airport since 1980, has left that job to take a similar position at the airport in Birmingham, Ala.

Leahy began his career in commercial airports in 1974 and served at facilities in Louisville, Kentucky and Asheville, N.C. before coming to Charleston.

Paul Anderson, the current operations supervisor at Charleston, will serve as acting operations manager until a replacement is named.

Waddle Elected

Robert H. Waddle, executive director of the Columbia Metropolitan Airport was recently elected unanimously as the first vice president of the American Association of Airport Executives at the group's 59th annual conference in San

Antonio, Tx.

Waddle, a Lexington resident, is a graduate of Auburn University and was a navigator in the Air Force. He is past president of the Southeastern Airport Managers Association and has held management positions at the Charleston, Raleigh and Fresno, CA airports.

Braunsroth Receives Award

Douglas D. Braunsroth, project manager, Atlanta A.D.O., recently received a Special Achievement Award for Sustained Superior Performance. Braunsroth, who has 31 years of federal service, has been the South Carolina construction project manager since November of 1985.

William McGill, airports division manager commended Braunsroth for his hard work, dedication and leadership which has helped the Southern Region's Airports Program "stand head and shoulders above all the other regions."

Charlotte Implements Altitude Restrictions For Overflights

Charlotte air traffic continues to increase and has forced the Charlotte Control Tower to amend its procedures for handling the volume and complexity of traffic to, from and through the terminal area.

In order to better manage traffic, the Charlotte tower will restrict (beginning July 15) aircraft overflying the terminal airspace to certain altitudes on some airways during specific times.

During the hours 0700 LCL to 2200 LCL, the following restrictions will be applied:

Airway V-20: 5,000 ft. or 6,000 ft. only, as appropriate for direction of flight.

Airways V-54 and V-54-V-409: 9,000 ft. or 10,000 ft. only, as appropriate for direction of flight.

Airway V-37: 9,000 ft. or 10,000 ft. only, as appropriate for direction of flight.

This procedure is intended to reduce the complexity of segregating overflight traffic from high density departure and arrival transition areas. If you fly in or around the Charlotte area, make a note. Cooperation and understanding are major aspects of safe aviating.

Laurens County Airport Seeking FBO

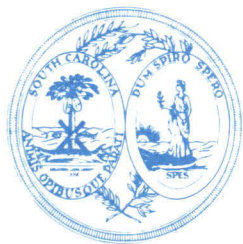
Laurens County Airport is seeking a full time fixed base operator.

Interested parties should address correspondence to Tom Fischer, P.O. Box 548, Laurens, South Carolina, 29360.

For further information, call Mr. Fischer at (803) 984-2131.



Promote Aviation



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AERONAUTICS COMMISSION**
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- **Anderson AFSS on the Air**
- **Instructors Corner**
- **Thunder Storms**
- **Aviation People**
- **Commi\$\$ion Note\$**
- **Charlotte Restrictions**

A Reminder: Filing Flight Plans Save Lives

It is important to file a VFR flight plan just in case you have to make an unscheduled emergency landing off of an airport. When a flight plan is filed and your aircraft and you do not arrive within 30 minutes of your ETA, someone will start looking for you and the flight plan will provide an indication as to where to look.

The following statistics from the Search and Rescue Center (SARC) Data Branch should help convince you of the importance of filing a flight plan.

The average time after last contact with an aircraft until SARC is alerted is:

- IFR Flight plan - 34 mins.
- VFR Flight plan - 5 hrs and 36 mins.
- NO Flight plan - 35 hrs and 30 mins.

The average survival time after a crash that an injured person has is just 24

hours. The average time for a uninjured person is only 72 hours. These figures are based on crashes in remote areas with little or no survival gear and 90% of those involved were not clothed for the area in which the crash occurred.

To avoid this scenario, file a VFR flight plan with an FAA FSS. For maximum protection, file ONLY to the point of first intended landing, and REFILE FOR EACH LEG TO THE FINAL DESTINATION. When a lengthy flight plan is filed, with several stops enroute and an ETA to final destination, a mishap could occur on any leg, and unless additional information is received, it is probable that no one would start looking for you until 30 minutes after your ETA at your final destination.

If you land at a location other than the intended destination, report the landing

to the nearest FAA FSS and advise them of your original destination. Also, if you land enroute and are delayed more than 30 minutes, report the information to the nearest FSS and give them your original destination. Also, if your ETA CHANGES by 30 MINUTES or more, report a REVISED ETA to the FAA FSS. If you don't a search will be started for you.

It is important that you close your flight plan IMMEDIATELY AFTER ARRIVAL at your final destination.

According to an Air Force review of over 300 search and rescue missions, "Time works against people who experience a distress but are not on a flight plan, since 36 hours normally passes before a concerned family initiates an alert."

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.